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on the market. They are simply informational; though an attempt at rational treatment seems to have been made. The author—a public school principal in New York—manifests no special qualifications for writing a geography. The usual compressing process is employed and many facts, more or less disconnected, are brought together. However, it may be said for the books that they are written in simple, natural language, well suited to the age of the children for whom they are intended. In size and general appearance, they are to be commended.

A Handbook of Geography. By A. J. Herbertson. Vol. I: General Geography. The British Isles and Europe. xii and 500 pp. Maps, index. Thomas Nelson & Sons, London and New York, 1911(?). 4s. 6d. $7\frac{1}{2} \times 5$.

This book is intended as a "work intermediate between the elementary school geography and such a standard work of reference as Dr. Mill's International Geography." Part I includes General Geodynamics, General Geomorphology, General Physical Geography, and Biogeography. Part II, entitled "Regional Geography or Land-Lore," is a study of the general geography of Europe, of its several countries and of the Russian Empire. Volume II will give similar treatment to other countries.

Part I is similar in scope to our physical geographies. The matter is presented less fully. The classification is much simpler than in our books, and the style is more terse. Human responses to earth causes are included in abundance.

The classification of land forms is less technical than is usual in America, and the reader does not need so intimate a knowledge of structural geology as is required for good work with most American books. The treatment is so condensed at times that a beginning student will find the material far less clear than in our more detailed volumes. The classification of the larger land forms into table-lands, scarplands, mountain-lands (with three subdivisions) and plain-lands, gives a basis of analysis that can be easily and readily applied in the later regional study of selected areas. The section on climate emphasizes the author's well known division of the earth into climatic provinces, a useful scheme in regional study. Part I forms an excellent introduction to the later and larger part of the book.

Ninety pages summarize the essentials of European geography. The treatment is clear, the facts well selected, and the black-and-white maps make the presentation attractive and the chapters extremely usable.

In the special chapters the order of treatment of large topics is causal, a relationship that is emphasized in many of the special points that are so often included in a merely informational way. The following extract, chosen at random, will indicate the usual method of presentation: "In the western counties of Great Britain and Ireland the abundant rains, which prevent the ripening of corn, favor the growth of grass, and more than one third of their area consists of permanent pasture."

The volume is a welcome reference source that presents accurately, clearly and causally the details and general principles of European geography. It deserves wide use as a reference volume when supplemented by a general atlas of a type now so much used in England and Germany.

RICHARD ELWOOD DODGE.

Das Kartenlesen. Erklärung der Spezialkarte 1:75,000 und der Generalkarte 1:200,000. Direkt auf der Karte erläutert und mit einer Anweisung zum Croquieren und zur Benützung der Bussole versehen. Von Gabriel Fambri. 4. vermehrte und verbesserte Auflage. 110 pp. Karte, Tafel und Zeichenschlüssel. Heinrich Schwick, Innsbruck, 1912. Mk. 2. $7\frac{1}{2} \times 5$.

Captain Fambri's little book of a hundred pages is designed to bring out the full significance of the Austrian military maps to the minutest detail. His success must be judged by the calling for new editions in 1902 (the first came out in 1901), 1905 and 1912, while the author was teacher successively in the military schools of Hermannstadt, Innsbruck, Strass and Wiener Neustadt. His work appears to have approved itself to many readers. It is adequately illustrated

by the reproduction of a small district from the general map, 1:200,000, and also from the special map, 1:75,000, to which the exercises of the text refer. These are very minute and clear. The wealth of meaning read from this map will be a revelation to many readers. No one who uses the Austrian map should be without this handbook. It has especial interest for the reviewer in his conviction that contour maps are more expressive, for it brings out fully the possibilities of hachure work.

MARK JEFFERSON.

Columbia Elementary Geography. By S. C. Schmucker and Louis Nusbaum. v and 138 pp. Maps, ills. Hinds, Noble & Eldredge, New York, 1912. 10 x 8½.

The authors follow the modern plan of explaining and illustrating the underlying factors of geography and then applying them regionally. As far as possible the facts of home geography are used to illustrate the larger world features. Attractive illustrations add to the value of the book.

F. V. EMERSON.

GENERAL

Touring in 1600. A Study in the Development of Travel as a Means of Education. By E. S. Bates. xiv and 418 pp. Ills., bibliography, index. Houghton Mifflin Company, Boston. 1911. \$3. 9x6.

There are just ten pages in this book which are not really in the picture, the final episode in the chapter on inns. But this one divagation into the methods of fiction might cast a doubt on the accuracy of the rest of the work, an accuracy which we make haste gladly to note is thoroughly confirmed by independent investigation.

There is a complex appeal in this interesting work. The student of the history of social development of the beginnings of Europe will find glimpses of the life which are in no modern works and which he might fail to adjust to their proper conditions when laboriously digging them out piecemeal from the old records. But to us the more particular appeal lies in this work as constituting a valuable foundation for the study of geography. Geography would be but parochial if it were not for those who go abroad. Every map is based on the man who has gone to sea. At the period which Mr. Bates has selected for the time of his examination, a glance at the maps will show how little of science the knowledge of earth had accumulated. Any map of the period will show at the edges of its knowledge the strange figures of water monsters and chimeras dire, each a challenge to the next voyager to go yet beyond and find for himself what really lay there. Those maps we may scarcely read, yet when we look at the crudeness of their drawing, the overcrowded paucity of their striving for minute detail, we must remember that they were meant to be read, that they were the sole guide to the highways of the world, and because men traveled with these maps in hand we feel sure that in their own time they were found a sufficient guide. The great value of this surpassingly interesting study is that it provides the students of the beginnings of geography with a carefully supported comment upon the method of travel when such maps were standard.

Naturally the Pilgrimage of Grace, a sanctifying excursion as popular with Christendom as is the Hajj to the Moslem, occupies a large space in the narrative, for the period fixed for study catches it just before it was given over. The more modern idea of the object of travel was just coming into being in 1600, the seeing of strange countries for pleasure and for profit. We find it well brought out that the profit of travel was not material profit. Commerce had not yet come to such control of the affairs of life as to provide mileage books for ungeographical commercial travelers. The travelers of that day were the beggars, those of the religious orders and those of slighter sanctity who bore the palmer's shell, and the opulent. Leaving naught behind at last night's shelter, having naught to carry with them, looking for naught wherever their steps might lead them, these empty viators sang all the way with merry hearts. In and out through these pages the beggar wanderer crowds happily upon his betters. His betters could fare scarcely better along highroads where rags were the safest